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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	East Germany	REPORT	
SUBJECT	Finow Airfield	DATE DISTR.	3 June 1954
		NO. OF PAGES	3
DATE OF INFO.		REQUIREMENT NO.	RD 25X1
PLACE ACQUIRED		REFERENCES	

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. Aircraft Count:

- a. Throughout the reporting period eight MIG-15's and eight U-MIG-15's were dispersed on the airfield; half of them were parked on their original dispersal points at Biesenthaler Strasse, and the remaining half on the taxi track and apron.

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- d. In addition to the MIG-15's, two YAK-9's and one PO-2 aircraft were parked on the airfield.
- e. On 17 March, four single-piston-engine single-wing aircraft and four PO-2's were parked on the airfield. These were not observed on other days.

2. Flying Activity:

- a. 17 March: At 8 a.m., all 16 MIG-15 aircraft were started and warmed up, then taxied to the end of the taxi track and lined up. The first aircraft took off and remained airborne for approximately 40 minutes. On landing,

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25 YEAR

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the aircraft returned along the taxi track to the back of the line. As soon as the first aircraft had come to a stop, the second aircraft took off. Flying continued throughout the day but only one aircraft was airborne at the same time. Flying consisted invariably of short circuits.

- b. 18 March: From 8 a.m. to 8 p.m., MIG-15 flying continued as on 17 March. At 10 a.m. one LI-2 took off and flew away in a northerly direction. At 11:30 a.m. one courier aircraft took off towards Werneuchen. At 3 p.m., a courier aircraft landed.
- c. 20 March: Between 8 a.m. and 2 p.m., 16 MIG-15 aircraft carried out single flights as on 17 March. One PO-2 landed from the direction of Werneuchen at 10 a.m., and took off again at 1:20 p.m.
- d. 22 March: At 10 a.m., all 16 MIG-15's were started and warmed up. After that, all aircraft taxied to the taxi tracks and were refueled. Immediately after refueling, two MIG-15's took off in line abreast and remained in formation after becoming airborne; two further MIG-15's then took off in line abreast and remained together in the air. The four aircraft remained airborne for approximately 45 minutes, and then landed in pairs. After all four aircraft had landed, the next four aircraft took off in a similar way. This flying activity continued until 6 p.m., with four aircraft airborne at the same time and flying in pairs.
- e. 25 March: Between 8 a.m. and 5 p.m., 16 jet aircraft carried out single flights, each flight lasting approximately 35 minutes. Only one aircraft was airborne at any one time.
- f. 27 March: At 8 a.m., all 16 aircraft were warmed up at their dispersal points and taxied along the taxi-tracks where they were refueled. After refueling, two aircraft took off together, followed shortly afterwards by a second pair of aircraft. All four aircraft joined formation above the airfield and carried out circuits in formation, remaining airborne for approximately 30 minutes. After they had landed, four other aircraft took off in a similar manner. Similar activity took place throughout the morning. Flying ceased at 2 p.m.
- g. 29 March: Between 8 a.m. and 4 p.m., all 16 jet aircraft took part in flights of four aircraft, as on 27 March.
- h. 1 and 2 April: Sixteen jet aircraft carried out single flights of 30 minutes' duration between 9 a.m. and 6 p.m. Only one aircraft was airborne at one time.
- i. 5 April: At 8 a.m., all 16 jet aircraft were warmed up, then taxied to the refueling point and formed a line. One aircraft then took off towing a target. It was soon followed by two MIG-15's which took off together. The latter two aircraft then attacked the target, using guns and machine guns. After being airborne approximately 35 minutes, all three aircraft landed; another MIG towing a target then took off, to be followed by two MIG-15's which continued the air-to-air firing. This activity was concluded at noon. From 12 o'clock to 7 p.m., jet aircraft took off in two groups of two, joining formation over the airfield and flying in a group of four for approximately 45 minutes. When they had landed, four other aircraft took off and continued similar flights. From 7 p.m. to midnight, all 16 aircraft were engaged in single flights of approximately 30 minutes' duration. After darkness, the runway was illuminated by searchlights and aircraft used their own landing lights for take-off and landing.

3. Airfield Defenses:

Approximately 30 meters from the searchlight sites at the Finowfurt Manor House, digging of four emplacements was started. These had the appearance of new anti-aircraft gun emplacements. The old anti-aircraft site was emptied

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on 29 March, with the guns being towed away by trucks. It could not be ascertained whether the guns were moved away or remained within the airfield.

4. Radar and Radio Installations:

There was no change in the static radio station, or in the Token or Kniferest sites.

5. Ammunition Depots and Fuel Depots at Finow-Wolfswinkel and Finow Airfield :

There was no change in these installations. Eight tank trucks were parked on the sidings at the airfield fuel depot.

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ZIS-5 truck
Studebaker-type truck
Truck
Truck
ZIS-5 truck
ZIS-5 truck
Car
Jeep
ZIS-5 truck
ZIS-5 truck
ZIS-5 truck
Tank truck
ZIS-5 truck
Studebaker-type truck
ZIS-5 truck
Car
ZIS-5 truck
Truck
ZIS-5 truck
Car
Truck
ZIS-5 truck
ZIS-5 truck
Jeep.

- b. On 24 March, a convoy drove out of the airfield towards the autobahn. It consisted of six trucks, each carrying 20 enlisted men, two tank trucks, one workshop truck, and four 3/4-ton trucks, two of which towed spray extinguishers on trailers. The following [] were noted:

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Tank truck
3/4-ton truck
3/4-ton truck.

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7. Rifle Training:

On 12 March, a group of 20 enlisted airmen were firing rifles on the airfield range.

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